- Widening of existing SR-138 west of SR-14 to four lanes
- An increase in express bus service between the Antelope and Victor Valleys to 12 buses in the peak hour

Alternative D: Modification of the High Desert Corridor

Alternative D includes Alternative B plus the following:

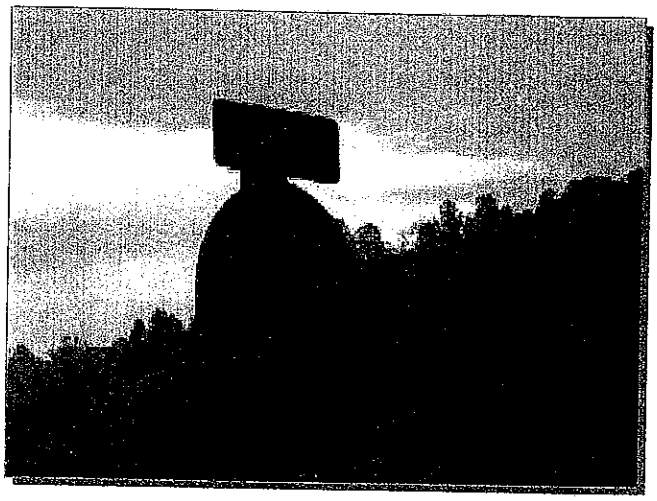
- East-west HDC freeway/expressway extending from SR-14 to I-15. The route would be an 8-lane freeway along P-8 from SR-14 east to 50th Street East, then a 6-lane freeway/expressway east to 240th Street East, where it would tie into San Bernardino County's planned 4-lane expressway to I-15 and beyond
- North-south HDC alignment, including a 4-lane expressway from Avenue D south to east-west HDC and a 6-lane freeway south to SR-138
- Upgrade of the western portion of SR-138 to a 4-lane expressway between I-5 and SR-14
- Provision of truck climbing lanes on SR-138 from Phelan to I-15 in San Bernardino County
- Increase in express bus service between the Antelope and Victor Valleys to 12 buses in the peak hour

SR-138 Corridor Alternatives Evaluation

From June to November 2003, the four short-listed alternatives (A through D) were subjected to detailed evaluation, focusing on:

- Capacity to accommodate forecast travel in the corridor
- Comparison of capital and operating costs
- Environmental constraints
- Ease of implementation

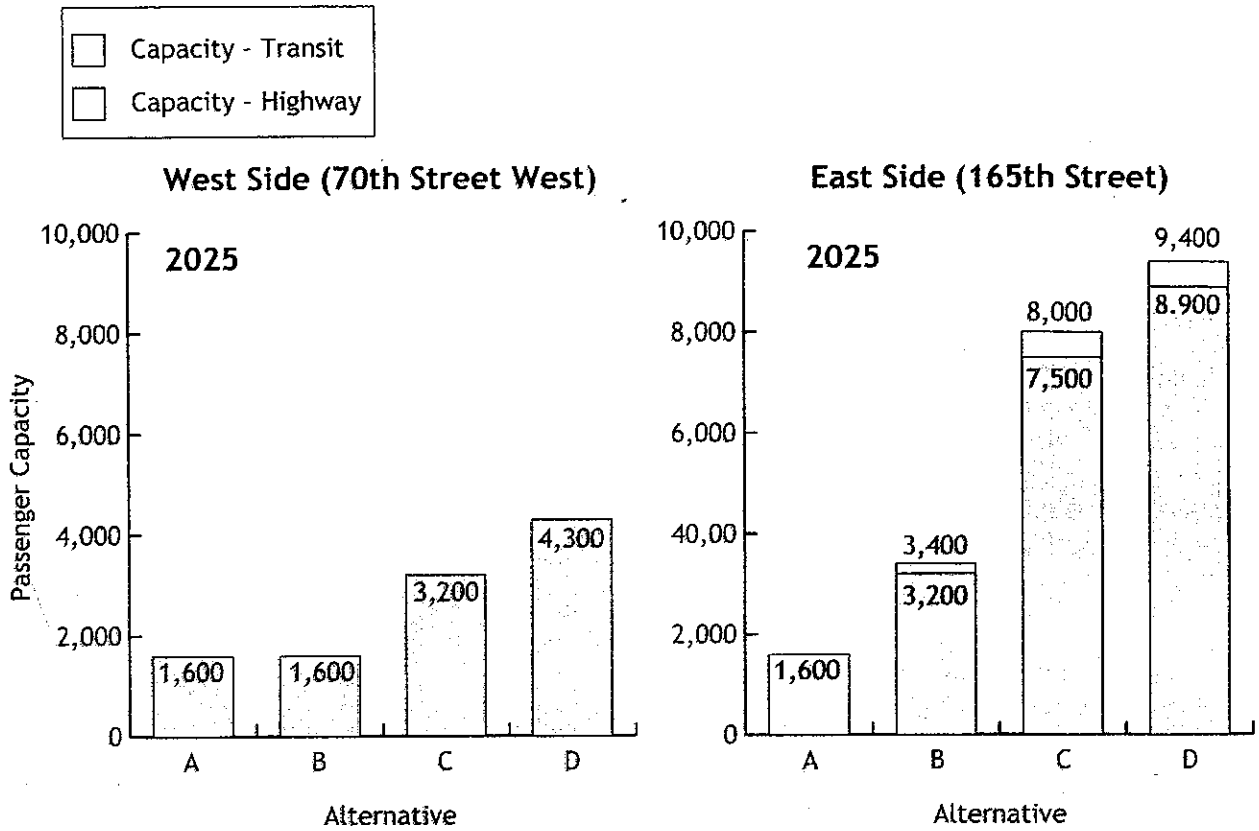
This evaluation of the corridor alternatives was first presented to the Study TAC in a workshop on September 8, 2003, and was used by the TAC to rank the final four alternatives.



Highway and Transit Demand and Capacity Compared

Exhibit 5.2 compares overall passenger capacity and demand at various defined "screenlines" (corridor segments) identified for analysis. The graph shows 2025 peak hour/peak direction passenger capacity across the final set of alternatives along project roadways at two key screenline locations: one in the western segment of the study corridor (at 70th Street West) and the other in the eastern segment of the study corridor (at 165th Street East).

Exhibit 5.2: Peak Hour/Peak Direction Passenger Capacity at SR-138 Corridor Screenlines



- An incremental increase occurs from Alternative A through D for both the eastern and western segment. However, the capacity added by Alternatives B, C and D on the east side of the corridor is approximately twice that added by the same alternatives on the west side, reflecting the higher volume of travel demand at the east end of the corridor for horizon year 2025. Maximum person carrying capacity for the roadway in the eastbound direction, during the peak morning hour, is 8,900 for Alternative D, at 165th Street East in the eastern portion of the study area.

- East-west express bus service is provided exclusively in the eastern segment of the corridor (east of SR-14); therefore, the AM peak hour, peak direction (i.e., eastbound) transit capacity shows up only on the right side of Exhibit 5.2. Moving from a scenario with no east-west express bus service in the No-Build Alternative, Alternative C adds a morning eastbound capacity of 200 transit seats.

New Capacity Stimulates Travel and Provides Regional Connectivity

- For the western screenline location, daily traffic demand ranges from 23,000 trips (No-Build) to 42,000 trips (Alternative D). On the eastern segment, the No-Build scenario produces 99,000 trips per day, while Alternative C and D yield daily vehicle trips of 149,000 and 166,000, respectively. The increases in corridor demand for the higher alternatives (C and D) relate to the creation of new trips between Antelope Valley and Victor Valley within trip distribution in the regional travel model coupled with the capture of some existing vehicular trips from other routes in the system.

- From a mobility perspective, Alternatives C and D would create new mobility opportunities across the high desert in the horizon year (2025) for residents of both the Victor and Antelope Valleys that did not exist in the No Build and TSM Alternatives. The

increase in connections that is inherent in Alternatives C and D is also a mobility benefit from an economic standpoint for Palmdale Airport, Southern California Logistics Airport, and other high desert commercial centers.

2025 Travel Times Improve with All Build Alternatives

- Alternatives B, C, and D provide incremental improvements in travel time for three east-west trips, as shown in Exhibit 5.3. Compared to the No-Build Alternative, a traveler leaving Lancaster for Victorville in 2025 would save 11 minutes with Alternative B, 18 minutes with Alternative C, and 22 minutes with Alternative D.

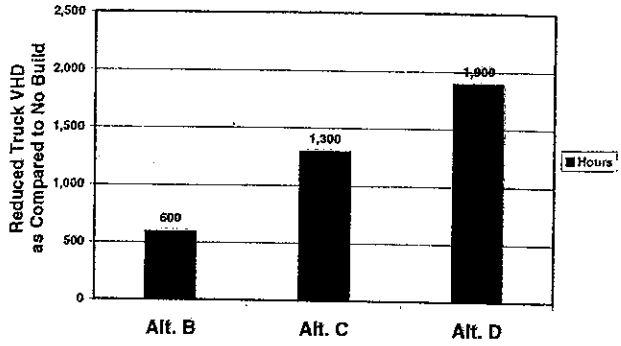
Exhibit 5.3: Corridor Travel Times Savings (in Minutes) in 2025 (Compared to No-Build)

	Alt. B	Alt. C	Alt. D
Lancaster to Victorville Time Savings	11	18	22
Palmdale to Victorville Time Savings	17	30	34
I-5 to Victorville Time Savings	8	19	22

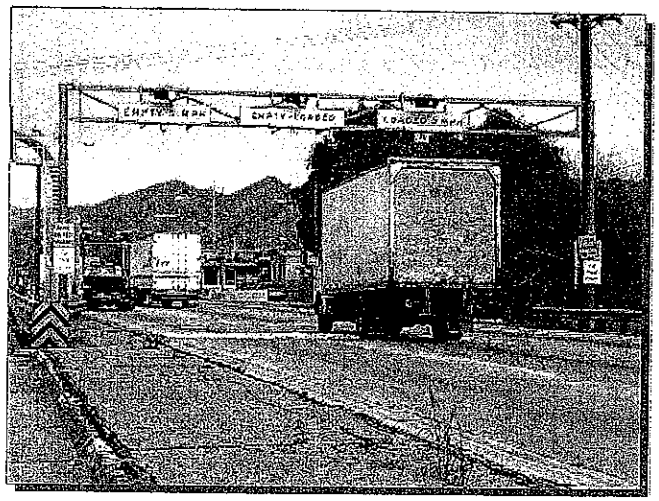
Trucks and Goods Movement

- From the outset of the North County Combined Highway Corridors Study, in recognition of the importance of trucking in the area's future economic viability, efficient truck and commodities movement was identified as a major component to be addressed in developing alternatives. Successful alternatives would be those that provide safer facilities for trucks and are designed to reduce truck conflicts with passenger vehicles.
- As shown in Exhibit 5.4, forecast truck hours of delay are reduced versus the No-Build Alternative in all three higher-level alternatives. Alternative D provides the greatest reduction (1,900 hours/day).

Exhibit 5.4: Reductions in Truck Hours of Delay



Note: Represents daily reductions in hours of delay for heavy-duty trucks in the SR-138 Study Area, compared to No Build.

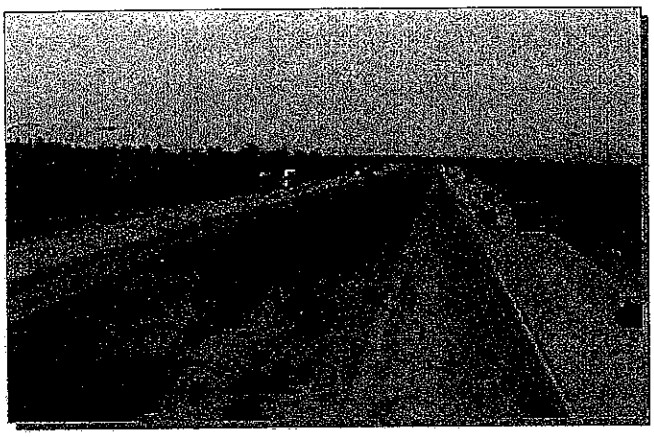


How the Alternatives Compare in Providing an "Urban Bypass" around Los Angeles Basin Congestion

Another key objective pertaining to trucking was to have the alternatives provide safer/high capacity facilities across the high desert that can function as urban bypasses around North County Communities and the Los Angeles basin. The concept of an urban bypass for trucks across the High Desert between I-5, SR-14, and I-15 is beneficial not only because it would eliminate unnecessary truck traffic through Los Angeles, but because it would also provide an extra economic stimulus to the North County study area.

The potential for diverting trucks from routes through the Los Angeles Basin and SR-58 in Kern County to the High Desert Corridor

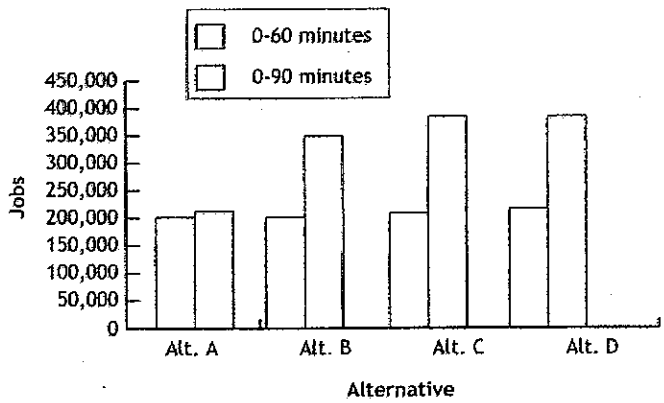
(Alternative D) is significant—approximately 14,000 daily truck trips.



Economic Development

Exhibit 5.5 illustrates a complementary measure of economic development potential—the number of jobs accessible from central Palmdale, within 60 and 90 minutes, during the AM peak hour. The exhibit shows that very little change is produced by Alternatives C and D (7 and 12 percent increases over No-Build, respectively). However, at 90 minutes, Alternatives B, C, and D show increases in access to jobs over No-Build of 63 percent, 79 percent, and 80 percent, respectively. These increases occur due to expanding abilities to reach the relatively job-rich areas of Victor Valley and San Bernardino and include better access to the south as well.

Exhibit 5.5: Job Accessibility from Central Palmdale in the PM Peak Hour (2025)



Capital Costs

Capital costs, in millions of 2003 dollars, shows that total capital costs for the two build alternatives are very close: $2.8 billion for Alternative C and $2.9 billion for Alternative D. The cost per lane-mile for Alternatives C and D, are $6.5 and $5.8 million per lane-mile, respectively. Alternative B, which by definition emphasizes nonroadway construction strategies, would cost $5.7 million per new lane-mile and has a total project cost of $234 million, compared to $2.8 billion and $2.9 billion for the two build alternatives (C and D).

Environmental Impacts

Environmental analysis reviewed potential impacts to a full range of factors, including water resources, cultural resources, biological resources, fault zones, public services, general plan consistency, and property acquisitions. Alternatives C and D show the greatest impacts, especially with respect to potentially affected biological resources, fault zones, parks and trails affected, as well as for potential property acquisitions.

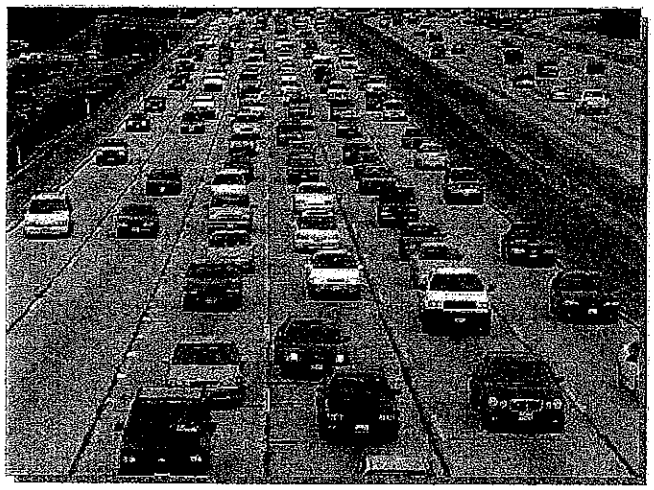
In Table 5.1, potential property acquisition impacts are expressed as ranges of both residences and businesses affected, as total properties affected, and as ranges of properties per route-mile, for each of the alternatives. Property acquisition impacts can often be reduced in project design phases as routes are adjusted to minimize those impacts, wherever feasible.

Public outreach efforts made the project study team aware of possible environmental justice concerns or challenges resulting from project-related impacts (compounded by nonproject-related impacts) on lower income housing and populations in the area of P-8 in Palmdale. More detailed review of this issue is appropriate for the next stage of environmental clearance.

Table 5.1: Property Impacts of SR-138 Build Alternatives

Key Property Impact Measures	Alt. B Enhanced TSM	Alt. C 4-Lane Exp.	Alt. D Modified HDC
PROPERTY ACQUISITIONS			
Total Residential Properties Potentially Affected	15-16	44-151	58-125
Total Businesses Potentially Affected	22-68	42-88	41-91
Total Properties Potentially Affected	37-84	86-239	99-216
Total Properties Potentially Affected per Route Mile	1.6-3.6	0.5-1.4	0.6-1.3

Notes: For the estimated number of Property Acquisitions, a range is shown. The higher limit of the range denotes the number of structures that fall within the ROW footprint of the proposed alternative. The lower limit denotes the number of structures that would be acquired if the design and location of the proposed alignments were to be modified.



SR-138 Locally Preferred Strategy Selection Process

In November 2003, based on extensive analysis (which has been abbreviated for this report), the Study TAC confirmed its selection of Part II short- and long-term locally preferred strategies for the SR-138 Corridor. The TAC's rating of alternatives against the evaluation criteria is summarized in Exhibit 5.6. Alternative B was selected as the short-range strategy; Alternative D would be slightly modified to become the long-range strategy. The strategies were selected based upon the performance of all alternatives against nine criteria including mobility performance indicators and economic development effects to environmental impact, project cost, and ease of implementation. As in Part I, however, it was understood that the identified strategies might be further modified as a consequence of the integration of Parts I and II of the North County Study, which was conducted in Spring of 2004.

Complete definitions of the locally preferred strategies as modified by the results of the integration analysis, are illustrated in Chapter 6, Locally Preferred Strategy Definitions. Details of the integration analysis itself are found in Chapter 7, North County Corridors Plan.

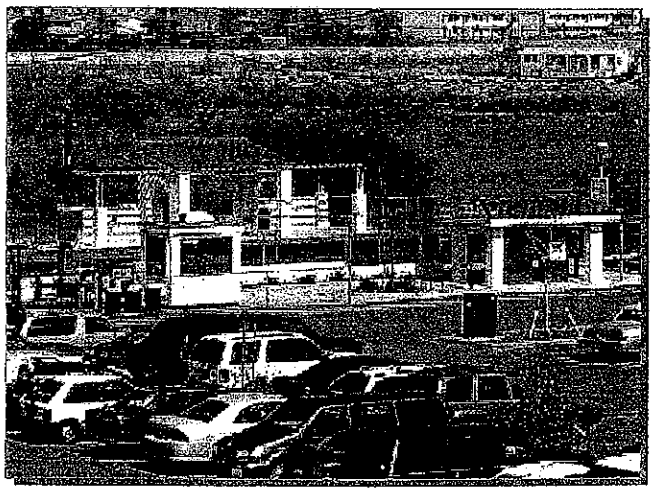


Exhibit 5.6: Performance of the Final SR-138 Alternatives

Factors	Alt A No Build	Alt B Enhanced TSM	Alt C 4-Lane Expressway	Alt D Modified HDC
Safety	○	○	○	○
Capacity	◉	◉	○	○
Regional System Connectivity	◉	◉	○	○
Implementation	○	○	○	○
Trucks/Goods Movement	◉	◉	○	○
Economic Development	○	○	◉	○
Natural/Cultural Environment	○	○	○	○
Social Environment	○	○	○	○
Transit/Alternative Modes	○	○	○	○
Cost Effectiveness	○	○	○	○
Overall Score	○	○	○	○

Note: Based on comments received at community open houses and town council/stakeholder presentation according to factors derived from purpose and need

○ Good ○ Fair ◉ Poor

CHAPTER 6: LOCALLY PREFERRED STRATEGY

I-5 Corridor Locally Preferred Strategies

I-5 Corridor Early Action Needs

Early in the study, the TAC and North County Transportation Coalition identified HOV lanes between SR-14 and SR-126 West and truck lanes from SR-14 to Calgrove as the highest priority for early implementation within the I-5 Corridor. Early action recommendations were based on a review of current congestion and safety issues, consistency with regional travel forecasts, and key stakeholder input.

Early action recommendations were included in an application submitted to MTA's March 2003 Call for Projects. Although the 2003 Call was cancelled, the application can be used for future Calls. These priorities have been incorporated into the short-term recommendations.

I-5 Corridor Short-Term (2010) Locally Preferred Strategy

The Recommended Short-Term Strategy (Exhibit 6.1) for the I-5 Corridor consists of:

- Adding an initial HOV lane in each direction between SR-14 and SR-126 West and extending truck lanes north of SR-14 to Calgrove Avenue. This strategy increases capacity just north of the I-5/SR-14 interchange by nearly 50 percent.
- Increased Metrolink commuter rail and express bus services will be made available for I-5 travelers. The short-term strategy would triple the existing peak hour express bus service and increase Metrolink commuter rail service from two peak hour trains with a total of eight cars, to three peak hour trains with a total of 18 cars, more than doubling Metrolink commuter rail capacity in the corridor.

I-5 Corridor Long-Term (2025) Locally Preferred Strategy

The I-5 Long-Term Strategy (Exhibit 6.2), as modified for corridor integration and as currently recommended, includes:

- Doubling the current four lanes to eight lanes in each direction between SR-14 and SR-126 West. Two lanes would be for HOVs, two lanes for trucks, and four lanes for general use. The increase in the number of lanes would accommodate the forecast for a doubling of I-5 travel demand by 2025.
- North of SR-126 West, one new HOV lane would be extended to Lake Hughes and a new truck lane would be added to the existing four lanes in each direction. Sizing of I-5 north of Lake Hughes was largely governed by anticipated *through* traffic rather than suburban development, and includes four general-purpose lanes and one truck/climbing lane in each direction north to the Kern County Line.
- Transit service in the I-5 Corridor would be tripled with twice the number of Metrolink train departures and three times the number of commuter rail cars. Express bus departures in the peak period would increase four-fold over today's levels.

SR-14 Corridor Locally Preferred Strategies

SR-14 Early Action Needs

In early 2002, the TAC and NCTC identified completing one continuous HOV lane and three general-purpose lanes in each direction from I-5 to Avenue P as the top priority for early action in the SR-14 Corridor. Early action recommendations were included in an application submitted to MTA's March 2003 Call for Projects. Although the 2003 Call was cancelled, the application can be used for future Calls.

Exhibit 6.1: I-5 Corridor Short-Term Strategy

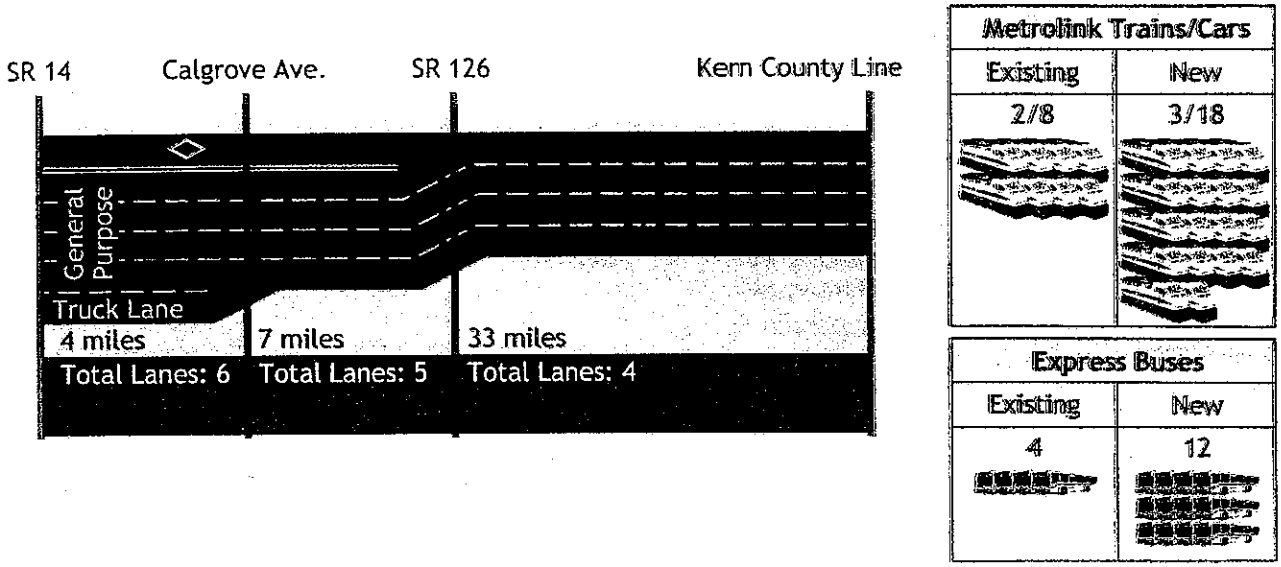
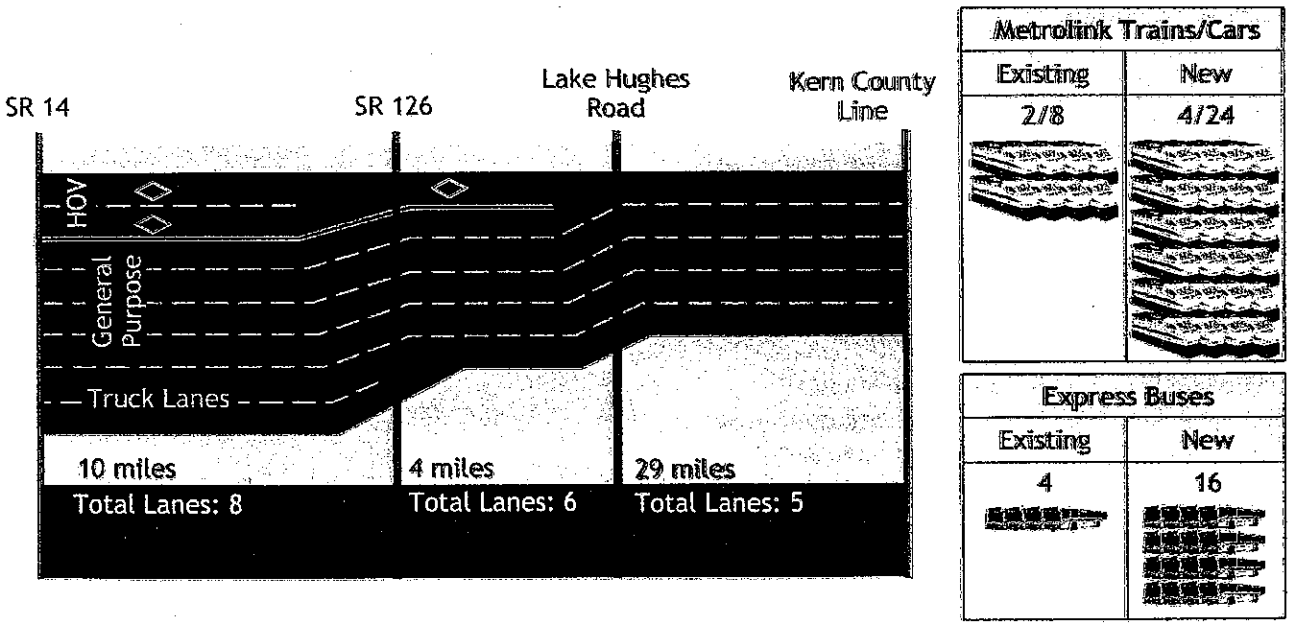


Exhibit 6.2: I-5 Corridor Long-Term Strategy



SR-14 Short-Term (2010) Strategy

The Short-Term Strategy for the SR-14 Corridor (Exhibit 6.3) was based on Alternative 3. Later modified for corridor integration (see Chapter 7) and as currently recommended, it includes:

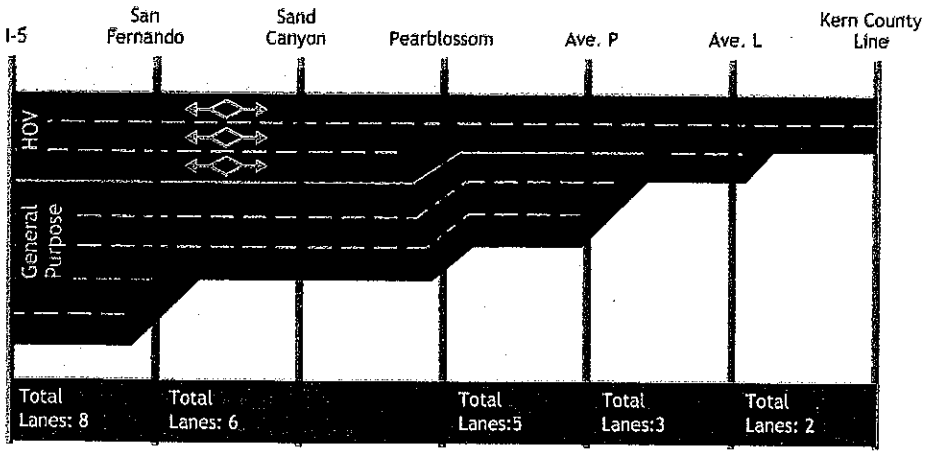
- Five general-purpose lanes in each direction and three reversible HOV lanes from I-5 to San Fernando Road.
- Three general-purpose lanes and three reversible HOV lanes from San Fernando Road to Pearblossom, at which point only two of the reversible HOV lanes continue from Pearblossom to Avenue P.
- ITS (or Intelligent Transportation System) improvements, consisting of electronic surveillance equipment—cameras, vehicle detection, and ramp metering devices—are also recommended for traffic monitoring and improved operations.
- Metrolink train departures in the morning peak hour would increase from two to three, and the numbers of commuter rail cars would more than double. Express bus service would more than triple, and could better compete timewise with driving alone by using the expanded HOV lanes.

SR-14 Corridor Long-Term (2025) Locally Preferred Strategy

The recommended Long-Term Strategy (Exhibit 6.4) for the SR-14 Corridor, as modified for corridor integration and as currently recommended, includes:

- Adding three reversible HOV lanes to the existing four-six lanes in each direction between I-5 and Pearblossom. The three reversible lanes, designated for peak direction carpool and transit use, would effectively increase the capacity of the roadway by 50-75 percent while holding construction costs to minimum.
- Adding two reversible HOV lanes to the existing/committed three-four lanes between Pearblossom and Avenue P. The reversible lanes would almost double roadway capacity in this section.

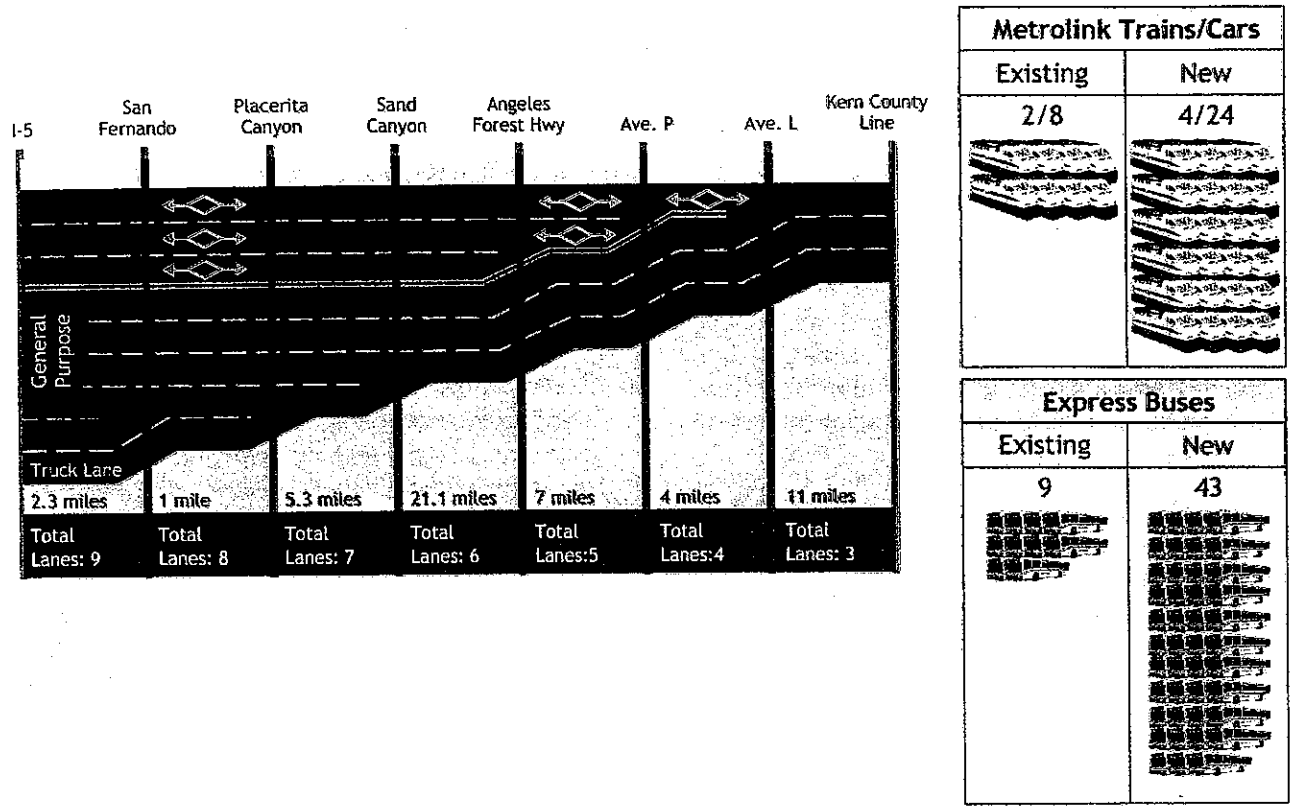
Exhibit 6.3: SR-14 Corridor Short-Term Strategy



Metrolink Trains/Cars	
Existing	New
2/8	3/18

Express Buses	
Existing	New
9	31

Exhibit 6.4: SR-14 Corridor Short-Term Strategy



- Adding a general-purpose lane between San Fernando Road and Sand Canyon.
- Adding a truck lane from I-5 to Placerita Canyon.
- North of Avenue P, adding one new lane to the two-three current lanes. The new lane would be designated for HOV use north to Avenue L and for general-purpose use from Avenue L to the Kern County line.
- Metrolink commuter rail capacity would triple, with more departures and more cars in the peak hour. The plan includes nearly five times the number of express buses.

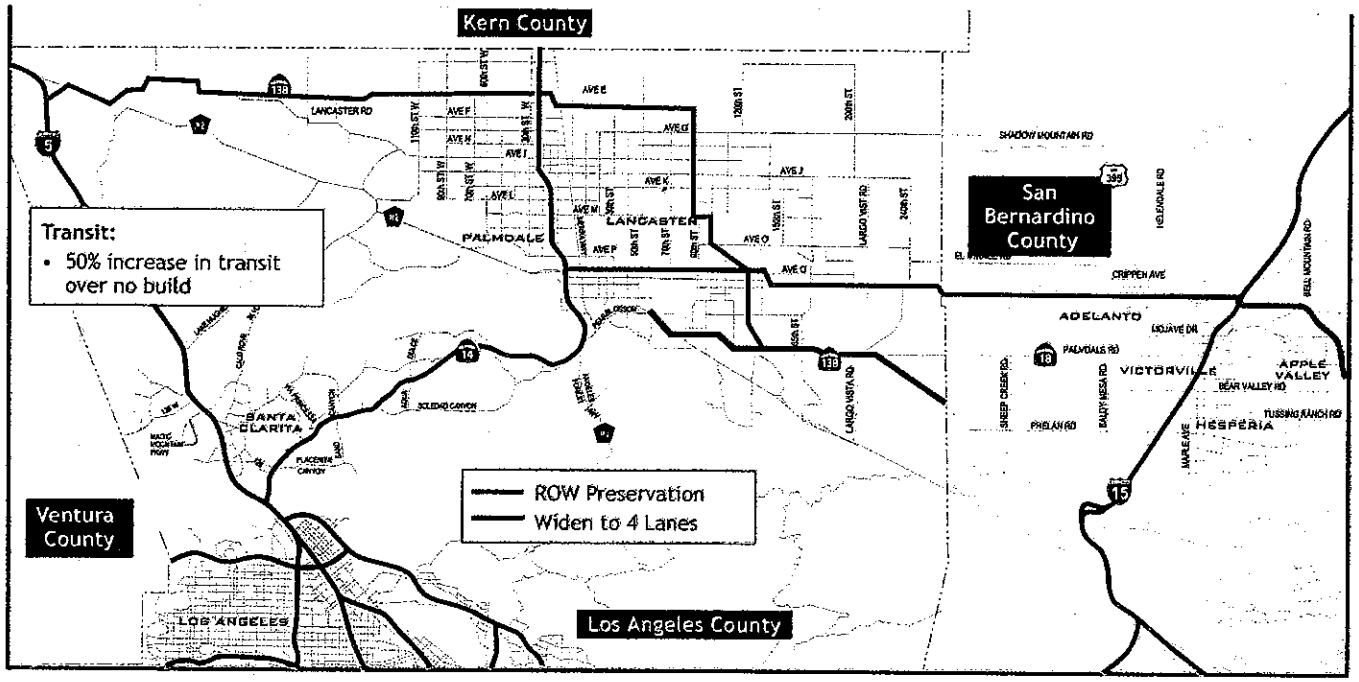
SR-138 Corridor Locally Preferred Strategies

SR-138 Corridor Short-Term (2010) Locally Preferred Strategy

The Recommended Short-Term Strategy (Exhibit 6.5) for the SR-138 Corridor consists of:

- Widening existing SR-138 to four lanes between Pearblossom and the San Bernardino County line. Completion of the SR-138 widening from Palmdale to I-15 is the highest near-term priority for safety and increased corridor highway capacity.
- Constructing a four-lane expressway along the HDC from US 395 to SR-18.
- Preserving the right-of-way for future High Desert Corridor (HDC) freeway/expressway construction. Advanced acquisition of right-of-way will pay dividends in future cost savings.
- Increasing current levels of fixed route bus service by 50 percent.

Exhibit 6.5: SR-138 Corridor Short-Term Strategy

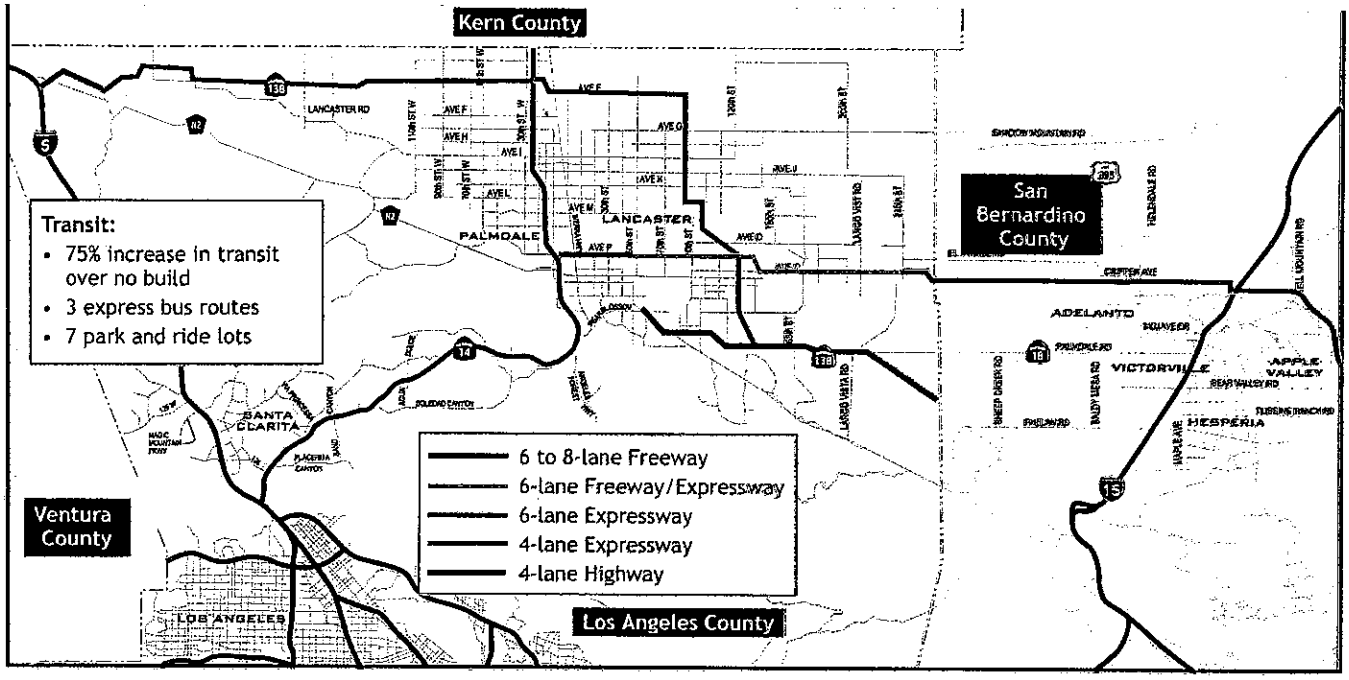


SR-138 Corridor Long-Term (2025) Locally Preferred Alternative

In November 2003, the Recommended Long-Term Strategy for the SR-138 Corridor was identified (Exhibit 6.6). The strategy, as modified for corridor integration and as currently recommended, includes:

- Widening existing SR-138 to four lanes from Pearblossom east to the San Bernardino County line.
- Constructing a limited-access High Desert Transportation Corridor, a completely new freeway/expressway between I-5 and I-15. The east-west segment between SR-14 and I-15 would be an 8-lane freeway (including an HOV lane in each direction) from SR-14 past the Palmdale Airport to 50th Street East along an alignment paralleling P-8 in Palmdale; a 6-lane freeway/expressway from 50th Street East to 240th Street East; and a 4/6-lane expressway from 240th Street East past the planned Southern California Logistics Airport to I-15 and beyond. This new east-west route is the backbone of the proposed HDC, and will accommodate an expected three- to six-fold increase in traffic between the Antelope and Victor Valleys. It will also provide a new level of intra-valley accessibility and carry truck and other through traffic safely around existing communities.
- Between I-5 and SR-14, the HDC would be a six-lane freeway or expressway along the current SR-138 alignment. This route would accommodate at least a doubling of traffic demand anticipated by 2025.

Exhibit 6.6: SR-138 Corridor Long-Term Strategy



- A north-south HDC expressway would begin at SR-14 and Avenue D, jog south to Avenue E at the Old Sierra Highway, head south along 90th Street East, jog over to intersect with the east-west HDC at 126th Street East, and continue south to the existing SR-138 near 150th Street East. This north-south HDC expressway would complement SR-14 in carrying through traffic around the Palmdale and Lancaster communities.
- Transit service in the SR-138 study area would be expanded by 75 percent over the No Build (currently programmed) conditions. Three new express bus routes would be added between Palmdale/Lancaster and Victorville, and seven park-and-ride lots would be constructed.

CHAPTER 7: NORTH COUNTY CORRIDORS PLAN

During Parts I and II of the North County Combined Highway Corridors Study, individual plans (or *locally preferred strategies*) for the three North County corridors were developed, as presented in the preceding three chapters. The plans were initially developed in a segregated manner based on their ability to serve the individual travel markets within their respective corridors. Each corridor has unique functional, capacity, operational and safety issues. Broadly speaking, the I-5 serves as a *goods movement* corridor linking the Central Valley with the Ports of Los Angeles/Long Beach. In contrast, SR-14 may be generally described as a *commute* corridor with an anticipated tripling of the commute population. A key feature of the geography of SR-138 makes it a *bypass* corridor with potential to avoid congestion in the central region by routing traffic around congested Los Angeles freeways. Of course, each of these corridors serves *numerous* functions, and so must perform well across a broad range of criteria.

Integrated I-5/SR-14/SR-138 Network

In the end, the three North County Corridors must function together to serve the collective transportation needs in North Los Angeles County. Thus, the next logical step in the study was to perform a systems analysis that examined the combined impacts of the three corridors and modified the three individual plans based on their collective synergies. The result is a fully integrated major highway and transit investment along I-5, SR-14, and SR-138—approximately 270 miles of the most significant transportation facilities in northern Los Angeles County.

Transportation Corridor Plan Integration undertaken at the end of the North County Study—including analyzing future regional travel patterns along the integrated network—identified locations where the three individual locally preferred strategies work together to improve the anticipated level of service or reduce costs. In addition, it included a so-called sensitivity analysis—that is, several targeted investigations of the transportation impacts of newly emerging land-use developments not included in adopted regional forecasts and opportunities for operational applications such as reversible carpool /high occupancy vehicle (HOV) lanes in locations where traffic has pronounced directional imbalances.

Finally, the sensitivity analysis examined the need for continuity in the system south of the I-5/SR-14 Interchange, through the I-5 throat, where nearly all North County traffic must travel to reach the Los Angeles Basin. This section of the I-5 is particularly troublesome because of the massive weaving movements that different streams of traffic need to make to get from SR-14 and I-5 north to the I-210, I-405 and I-5 south. Lack of system redundancy is also a major issue in this section, where significant damage occurred in both the 1971 Sylmar and 1994 Northridge earthquakes.

Sensitivity Analyses

Taking Advantage of Directional Travel on SR-14

In the future, a significant number of North County residents will be traveling to jobs in the Los Angeles Basin. Therefore, projected traffic volumes on the SR-14 will be very directional—on the order of 70 percent southbound in the AM peak and northbound in the PM peak. Given this pattern, the most logical and cost-effective systems optimization is the introduction of reversible HOV lanes on SR-14.

As shown in Table 7.1, the introduction of extra capacity for HOVs and transit vehicles (e.g., adding a third lane) stimulates increased HOV formation and transit ridership in the corridor. Approximately 1,550 more HOVs are forecast to use the three lane reversible facility versus the standard two HOV lanes on SR-14 that was part of the initial recommendation.

Exhibit 7.1 compares the initially recommended HOV operations—two HOV lanes in each direction—with reversible lane options. The reversible lane concept would be similar to that

Accounting for Future (Unadopted) Growth

North Los Angeles County is the most dynamic subregion in the county for growth and development. Several large new developments are emerging that are not accounted for in the adopted growth forecasts for the SCAG Region. Thus, it was important to conduct a special sensitivity analysis to determine the impact of potential new North County development—not currently in the regional land use and transportation plan—to see whether the plan recommendations hold up to these possible demographic changes.

As shown in Table 7.2, the six developments included in the sensitivity test added approximately 44,000 new housing units and 74,200 jobs beyond what was included in the SCAG 2025 Adopted Growth forecasts. Two changes to the North County Corridors Integrated Plan occurred as a result of further growth in traffic or shifts in traffic patters. They are:

- SR-138: Upgrade to a 6-lane freeway from I-5 to N2 to serve higher traffic primarily associated with the proposed Centennial Ranch Development.
- Widen the HDC Expressway to 6 lanes from 240th Street East to US 395 to serve higher truck volumes associated with the Southern California Logistics Airport.

Dealing with the Bottleneck

Finally, it was important to examine possible I-5/SR-14 Interchange improvements for their potential impact on the adjacent North County recommendations. As is shown in Exhibit 7.2, additional mixed flow, truck, and HOV lanes will be needed to create conformity with the planned capacity enhancements on I-5 and SR-14. Continuity of North County improvements through this interchange will be important in achieving full benefit from the integrated North County Corridors Plan.

Extension of I-5 Corridor improvements to the south through the I-5/SR-14 Interchange continuing down to the 5/405 split is important to ensuring the effectiveness of I-5 and SR-14 Corridor investments. As shown in Table 7.3, traffic volumes are forecast to be extremely high on the I-5 south with substantial volumes of traffic needing to weave across lanes to the I-210, I-5 south, and the I-405. For continuity of highway flow through the 5/14 Interchange, we recommend:

- Addition of one new truck lane in addition to the two current lanes;
- Addition of three HOV lanes in addition to the single planned HOV lane; and
- Addition of three mixed flow lanes to the six current lanes.

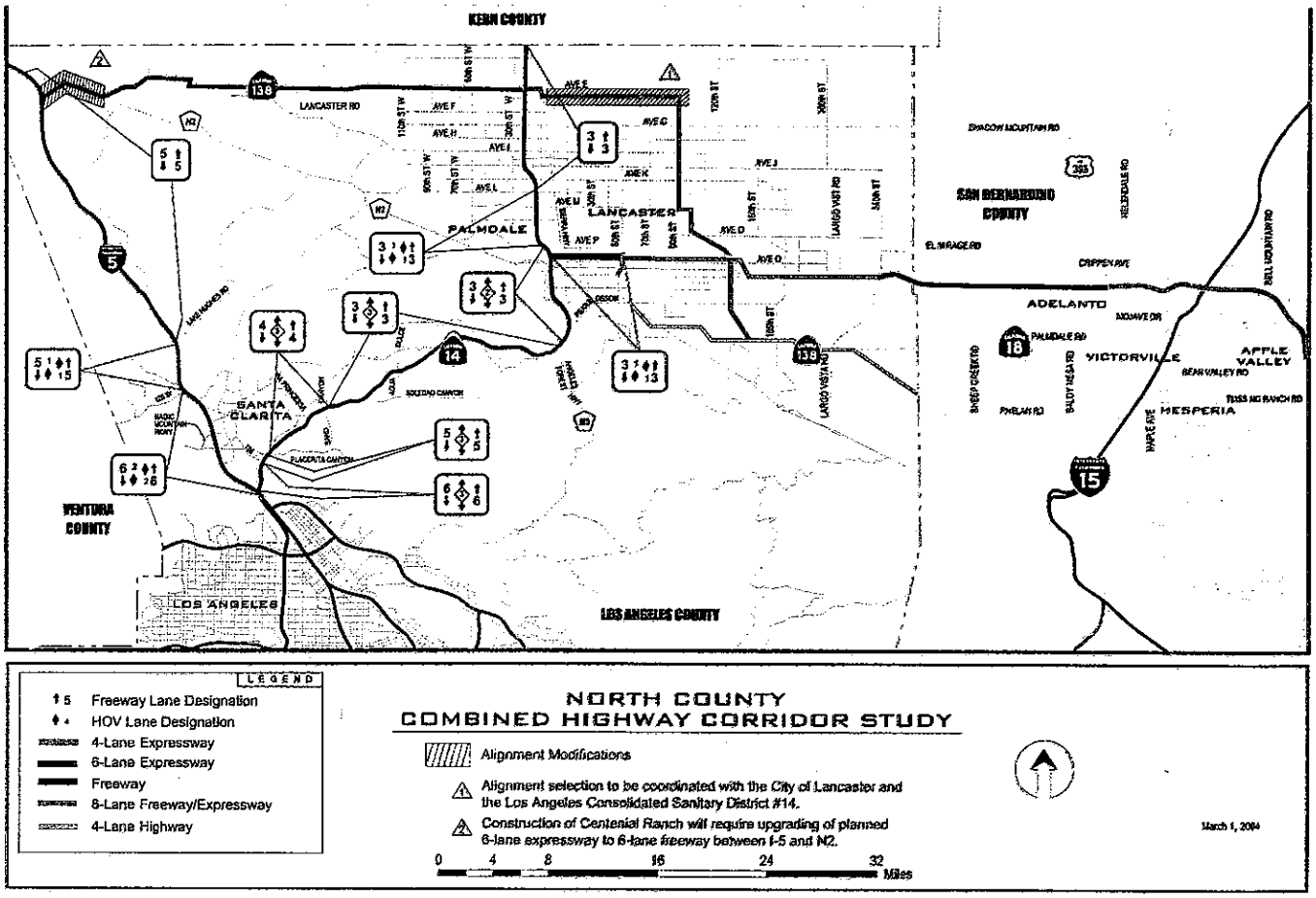
If the reversible HOV lane concept were extended south through the 5/14 interchange down to the 5/405 split, there would be additional carpool formation, leading to added time savings and improved air quality. A concept plan was developed to merge three reversible HOV lanes from SR-14 with two conventional HOV lanes from I-5 into a 4-lane reversible facility operating in the median of I-5 south to the 5/405 split with two lanes in each direction. It, along with other I-5 south transportation concepts, is presented at the end of this chapter.

Table 7.2: North County Combined Highway Corridors Study Findings from Land Use Sensitivity Analysis

Land Use	Characteristics of Development			Impact	Mitigation
	Housing	Jobs	Vehicle Trips Added In PM Peak Hours		
Centennial Ranch	23,000	30,000	• 1,060 EB on SR-138 • 1,390 WB on SR-138 • 490 NB on I-5 • 590 SB on I-5	• Major Increase on SR-138 • Moderate Increase on I-5	• SR-138: Upgrade 6-lane freeway from I-5 to N 2 • None needed on I-5
Newhall Ranch	20,885	18,800	• 490 SB on I-5 • 320 NB on I-5	• Moderate on I-5	• None needed on I-5
Tejon Industrial Complex – Kern Co.	None	Truck trips added	• 70 trucks NB on I-5 • 70 trucks SB on I-5	• Minimal	• None needed on I-5
Southern California Logistics Airport	None	17,400 Truck trips added	• 1,500 WB on HDC • 1,280 EB on HDC	• Substantial • Heavy truck • Volumes added to HDC	• Widen HDC Expressway to 6 lanes between 240th Street East and US 395
Palmdale Airport	None	2,000 Truck trips added	• Little change on P-8*	• Minimal	• None needed on P-8
Sunshine Canyon Landfill	None	Truck trips added	• 30 trucks on I-5 • 30 trucks on SR-14	• Minimal	• None needed on I-5 and SR-14
Composite Effect on North County	43,885	74,200	• Change in Trip • Distribution	• Slight reduction in trips on SR-14*	• No adjustment on SR-14

*Changes occur in trip distribution in North County due to 74,200 jobs being added. This lessens the jobs/housing imbalance in North County and slightly reduces background traffic on SR-14 and P-8. (HDC West segment).

Exhibit 7.3: Long-Range Improvements, North County Corridors Plan



Future Corridor Analysis: I-5 South

The confluence of the I-5 and SR-14 brings a substantial amount of traffic together in the I-5/SR-14 Interchange and the segment of the I-5 south to the I-405 split. As shown in Exhibit 7.2, added future capacity is needed for trucks, general purpose traffic and HOVs. A major operational difficulty is created by the large volumes of southbound I-5 to I-210 traffic crossing SR-14 to I-5 traffic. In addition, there is a lack of system redundancy through the I-5/SR-14 Interchange which makes the system vulnerable to total shutdown as was demonstrated by damage associated with the 1971 Sylmar and 1994 Northridge earthquakes.

Given the significance of the I-5 south segment, a prescoping analysis was performed as part of the North County Combined Highway Corridors Study to identify possible transportation concepts applicable to the I-5/SR-14 Interchange and I-5 south. The effort involved the Los Angeles County Metropolitan Transportation Authority (MTA), City of Los Angeles Department of Transportation (LADOT), Caltrans District 07, Los Angeles County Department of Public Works and the City of Santa Clarita. The primary objectives of the analysis were to develop transportation concepts that optimized capacity, minimized conflicting vehicle movements by segregating vehicular modes and travel streams, provided continuity of capacity with planned improvements on the I-5 north and SR-14, and created system redundancy.

Table 7.4: North County Corridors Plan, I-5 Corridor

Route	Roadway Type	Length (miles)	Number of Lanes Per Direction			Estimated Cost (2002, $ Millions)		
			Existing/ Funded	Short Range Plan	Long Range Plan (LPS)	Short Range	Long Range	Corridor Total
SR-14 to Calgrove Ave.	Freeway	3.5	4	4+1 Truck + 1 HOV	4 + 2 Truck + 2 HOV	$95*	$67	$162
Calgrove Ave. to SR-126 West	Freeway	6.5	4	4 + 1 HOV	4 + 2 Truck + 2 HOV	$89*	$148	$237
SR-126 West to Lake Hughes Road	Freeway	4	4	4	4+1 Truck climb + 1 HOV	$4	$106	$110
Lake Hughes Road to Kern County Line	Freeway	29	4	4	4+1 Truck climb	$30	$276	$306
Total						**$218**	**$597**	**$815**

*Project Approval and Environmental Document for completed PSR/PDS was submitted for funding within the 2003 "Call for Projects." Although the 2003 Call was cancelled, the application can be used for future Calls.

Table 7.5: North County Corridors Plan, SR-14 Corridor

Route	Roadway Type	Length (miles)	Number of Lanes Per Direction			Estimated Cost (2002, $ Millions)		
			Existing/ Funded	Short Range Plan	Long Range Plan (LPS)	Short Range	Long Range	Corridor Total
I-5 to San Fernando Rd	Freeway	2	5+1 HOV	5+3 HOV*	5+3HOV* +1 Truck	$23**	$29	$52
San Fernando Rd to Placerita Cyn	Freeway	1	3+1HOV	3+3 HOV*	4+3 HOV*+1 Truck	$10**	$7	$17
Placerita Cyn to Sand Cyn	Freeway	5.3	3+1 HOV	3+3 HOV*	4+3 HOV*	$56**	$37	$93
Sand Cyn to Pearblossom	Freeway	21	2/3+1 HOV	3+3 HOV*	3+3 HOV*	$559**		$559
Pearblossom to Avenue P	Freeway	7	2	3+2 HOV*	3+2 HOV*	$175**		$175
Avenue P to Avenue L	Freeway	4	3	3	3+1 HOV	$5	$32	$37
Avenue L to Kern Co. Line	Freeway	11	2	2	3	$8	$84	$92
Total						**$836**	**$189**	**$1025**

* Reversible HOV lanes.

** Project Approval and Environmental Document for completed PSR/PDS was submitted for funding in the 2003 "Call for Projects." Although the 2003 Call was cancelled, the application can be used for future Calls. The completed PSR/PDS did not include 2-3 reversible HOV lanes conversion of 2 existing/programmed HOV lanes plus one new HOV lane) between I-5 and Avenue P. Evaluation of the reversible lanes is proposed for inclusion as part of the subsequent PAED effort. A PSR/PDS update and PEAR budget increase may be needed to address the modifications.

Table 7.6: North County Corridors Plan, SR-138 Corridor

Route	Roadway Type	Length (miles)	Number of Lanes Per Direction			Estimated Cost (2002, $ Millions)		
			Existing/ Funded	Short Range Plan	Long Range Plan (LPS)	Short Range	Long Range	Corridor Total
SR-138								
Avenue T (Pearblossom Hwy) to I-15	Highway	36	2	2	2	$253*		$253
I-5 to SR-14**	Expressway	43	1	1	3	$52	$627	$679
HDC E-W (Avenue P-8)								
SR-14 to 50th Street E	Freeway	5	---	3+1 HOV	3+1 HOV	$238		$238
50th Street E to US 395	Freeway/ Expressway	36	---	---	3	$38	$911	$949
US 395 to I-15	Expressway	8	---	2	2	$80		$80
I-15 to SR-18	Expressway	14	---	2	2	$142		$142
HDC N-S								
SR-14 to HDC SR-138	Expressway	24.5	---	---	2	$50	$593	$643
Total						**$853**	**$2,131**	**$2,984**

* Includes approximately $112 million currently programmed for SR-138 widening by Caltrans. The approximately $101 million remaining was submitted for the 2003 "Call for Projects." Although the 2003 Call for Projects has been cancelled, the application can be used for future Calls.

**Construction of Centennial Ranch would require upgrade of SR-138 to 6-lane freeway between I-5 and N2 (5 miles), not included in the Corridors Plan.

Exhibit 7.4: Short-Range Improvements, North County Corridors Plan

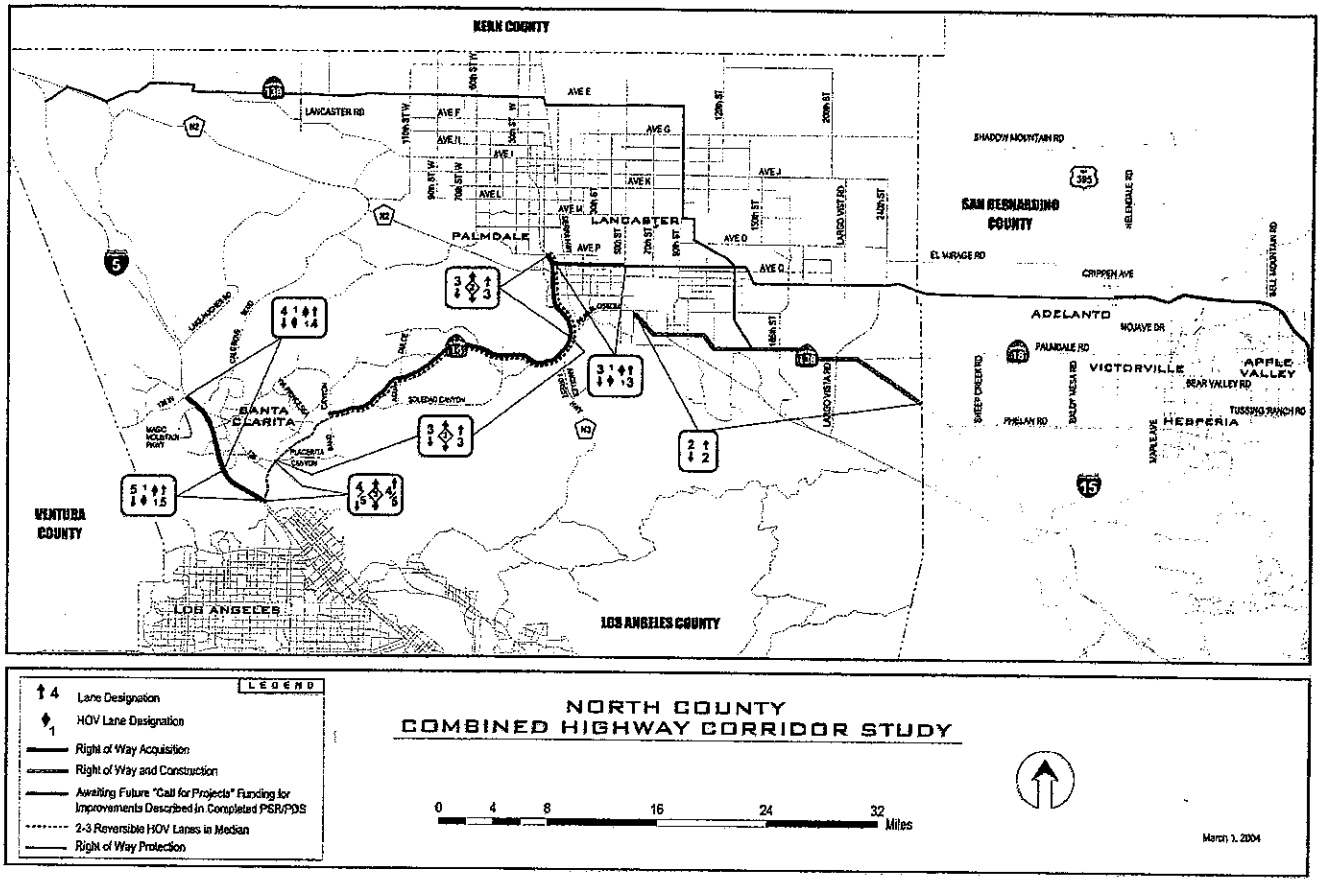


Table 7.7: North County Combined Highway Corridors Study, Summary of I-5/SR-14 Transit Recommendations

I-5/SR-14 North-South Corridors	Description of Peak Hour Service AM Peak Hour Southbound			Total Capital Costs	Regional Connections
	Express Bus	Metrolink	Park And Ride		
Existing Transit	13 buses	2 trains/8 cars	19 lots/5,479 spaces	2003 budgets	AV to downtown L.A.*
Recommended Short-Range Service	28 buses	3 trains/18 cars	25 lots/6,800 spaces	AVTA/SCT SRTPs	AVTA/SCT service to 4 different destinations
Recommended Long-Range Service-2025	54 buses	4 trains/24 cars	36 lots/10,708 spaces		AVTA/SCT service to 7 different destinations
Long-Range Person Carrying Capacity	2,300 seats	2,900 seats	HOV and transit utilization		All Connections min. of 30-minute headways
2025 Ridership	2,300 riders	2,200 SB riders	95 percent full		1 to 4 percent mode share
Short-Range Capital Costs (Above No Build)	$44,500,000	$107,700,000	$16,500,000	$168,500,000	
Long-Range Capital Cost (Above No Build)	$61,100,000	$295,800,000	$32,800,000	$389,700,000	

* Current Express Bus Connections are primarily focused on service to downtown Los Angeles.

Table 7.8: North County Corridors Study, Summary of SR-138 Corridor Transit Recommendations

SR-138/HDC East-West Corridors	Description of Peak Hour Service AM Peak Hour Eastbound			Total Capital Costs	Regional Connections
	Local Bus	Express Bus	Park And Ride		
Existing Transit	VVTA/AVTA	VV to SB**	See above	2003 budgets	Feeder Bus to Metrolink
Recommended Short-Range Service	50 % increase over No Build	3 E-W routes --6 buses per hour	4 new lots with 1,200 total spaces	AVTA/VVTA SRTPs	Antelope Valley to Victor Valley and L.A.
Recommended Long-Range Service -2025	75 % increase over No Build	3 E-W routes—9 buses per hour	7 new lots with 2,800 total spaces		AV to VV, L.A., San Bernardino & Kern Co.
Long-Range Person Carrying Capacity	VVTA/AVTA 4,500 seats	400 seats/ hour per direction	HOV and transit utilization		All connections min. of 30-minute headways
2025 Ridership	4,400 riders	300 riders	90 percent full		1 percent mode share
Short-Range Capital Costs (Above No Build)	$7,200,000	$11,800,000	$4,700,000	$23,700,000	
Long-Range Capital Costs (Above No Build)	$10,800,000	$19,700,000	$10,800,000	$48,300,000	

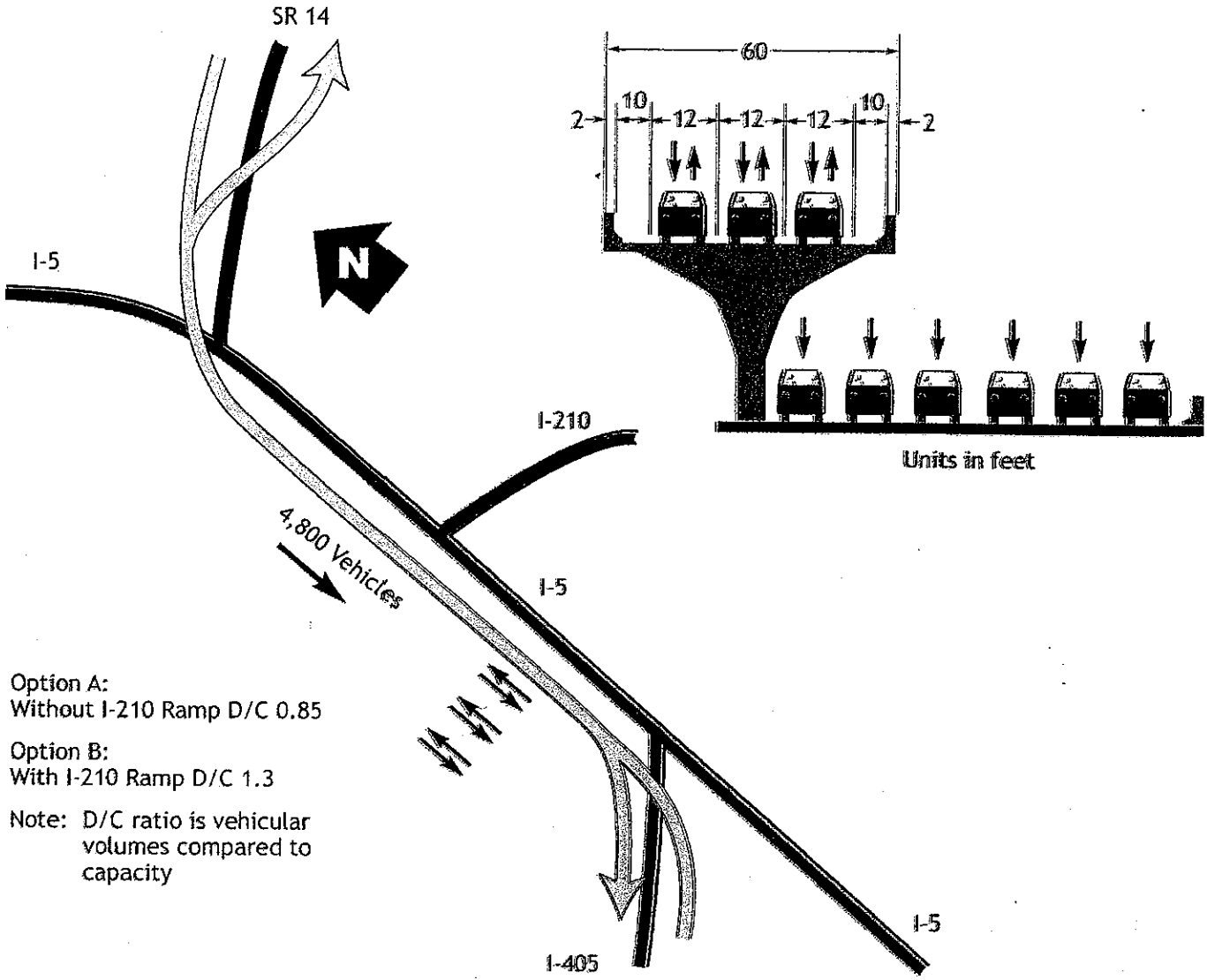
**Current service operates between Victorville and San Bernardino. No current express bus service exists between the Antelope and Victor valleys.

Early in the I-5 south prescoping process, it became clear that a critical objective was the optimization of person carrying capacity through the development of an HOV/transit concept that would provide for preferential treatment of carpools and express buses. This will further stimulate carpool formation and transit usage at the expense of driving alone during commute hours. As shown in Exhibit 7.5, this requires a change from the currently planned single HOV lane in each direction on the I-5 south to a multiple HOV lane concept that can be reversed to serve the highly directional peak traffic flows (southbound in the AM peak and northbound in the PM peak). In addition, as shown in Exhibit 7.6, the reversible HOV lanes could be designed as an exclusive 4-lane reversible HOV/transitway facility with direct connections from the SR-14 reversible HOV lanes and the I-5 north HOV lanes. On the southern end, the I-5 HOV/transitway would split to serve the nearly equal HOV forecasts destined to the I-5 and I-405.

The proposed lane configuration in Exhibit 7.5 differs from Caltrans' 1998 Caltrans Transportation Concept Report (TCR) for Interstate 5, Concept #2 and the Project Study Report-Project Development Support (PSR-PDS) for HOV direct connectors at the I-5/I-405 interchange. As such, Caltrans Project Studies Office has recommended the Department and/or Metro consider performing a more detailed feasibility analysis of this segment in the near future to refine the proposed freeway alignment to ensure that planned projects do not preclude long-range corridor needs.

A second concept is a general purpose traffic connector between the SR-14 and I-405 that would serve the substantial number of trips forecast in horizon year 2025 to travel that path (Exhibit 7.7). As was the case with the HOV volumes on the I-5 south, the traffic destined from the SR-14 to the I-405 is very directional (80%-20% southbound in the morning and northbound in the evening). Therefore, this connector could also be developed with 3 reversible lanes.

Exhibit 7.7: SR-14/I-405 Connector: 3 Lanes Reversible – I-5/SR-14 Interchange Prescoping
AM Peak Hour Southbound – Horizon Year 2025



Given the heavy truck volumes forecast for the I-5 south, additional capacity is needed on the I-5 truckway and a possible extension of the truckway should be considered to keep trucks destined to I-5 and I-405 segregated from general purpose traffic through the I-5 throat. As shown in Exhibit 7.8, the extension of the I-5 truckway south of I-210 to the I-5/I-405 split will keep heavy duty trucks segregated from other vehicular streams of traffic.

The I-5 south prescoping process examined a number of alternate routes around the I-5/SR-14 Interchange area that could create systems redundancy and divert traffic volumes away from the I-5 south. Exhibit 7.9 shows one alternate route concept that would connect from San Fernando Road/SR-14 in the City of Santa Clarita through and under the mountains to the Roxford/I-210 Interchange. As envisioned, the 4.5-mile route would be partially in tunnel sections and partially a surface road with three lanes in each direction. Full interchanges would be required at each end to facilitate traffic flow.

Exhibit 7.8: Truckway Widening/Extension – I-5/SR-14 Interchange Prescoping
AM Peak Hour Southbound – Horizon Year 2025

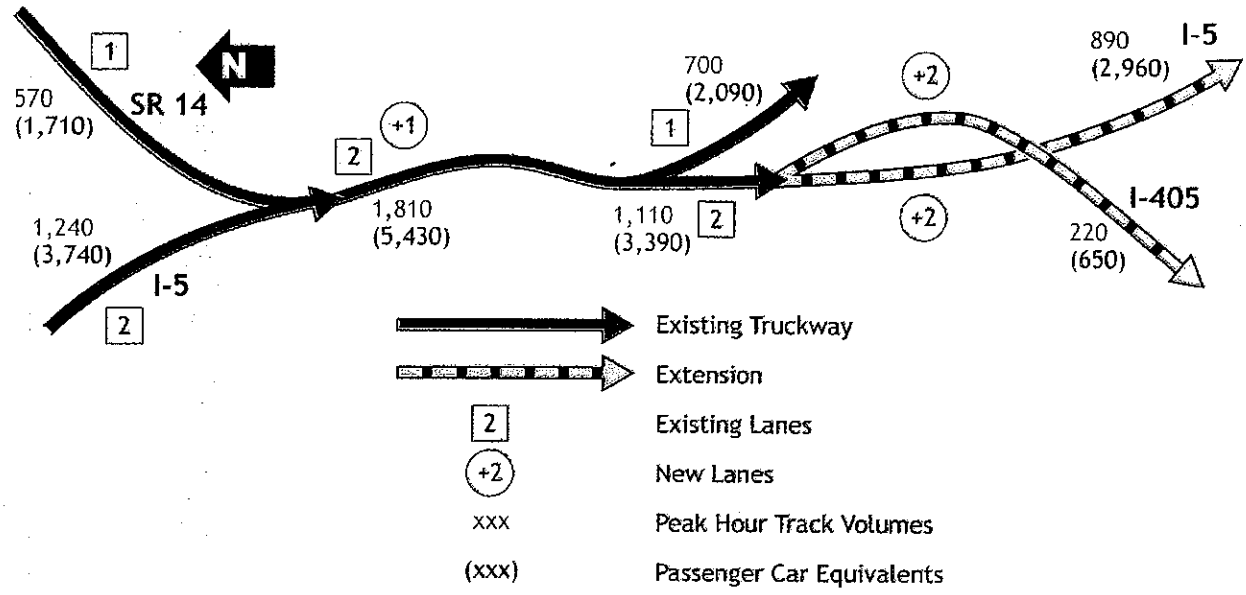
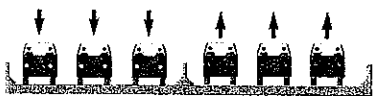
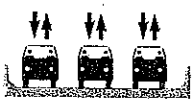


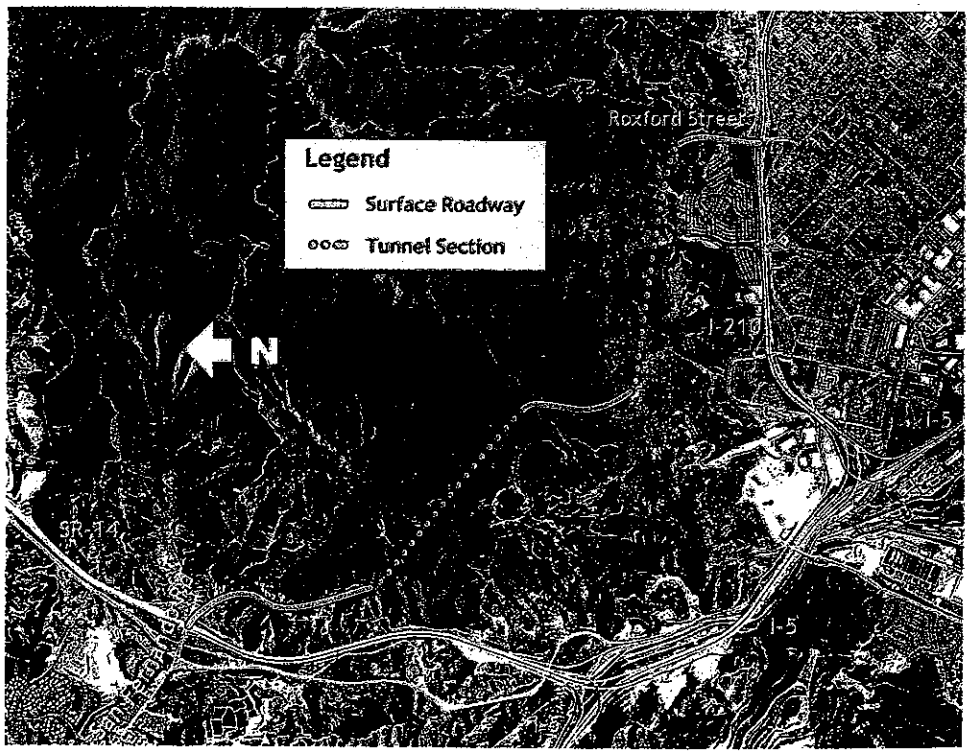
Exhibit 7.9: Santa Clarita to Sylmar Bypass – I-5/SR-14 Interchange Prescoping



Option A: 3+3



Option B: Reversible



The prescoping process for the I-5 south also examined a wide variety of other freeway to freeway concepts and connector ramp treatments including an SR-14/I-210 ramp braid and double decking the I-5 south. In addition, LADOT performed considerable work on a wide variety of possible arterial/local access options in the vicinity of the I-5/SR-14 Interchange and the I-5 south. Six promising arterial/local access concepts are listed in Table 7.9. These concepts would create additional roadway capacity and systems redundancy in the I-5 south corridor and would improve overall traffic operations in the area.

Table 7.9: Arterial/Local Access Options – I-5/SR-14 Interchange Prescoping

Facility Description	Capacity Enhancement
Reversible Lane Old Road/San Fernando Road/Sepulveda	1 new lane
San Fernando Road/Sierra Highway intersection (widening and signal)	1-2 new turn lanes
Foothill widening between Sierra Highway and Balboa with Sierra Highway signal	1 new lane
Balboa/I-5 interchange new northbound on-ramp	New ramp
Roxford/I-5 interchange southbound on-ramp realignment	Modified intersection and ramp
Sepulveda southerly extension to Rinaldi	1-2 new lanes

CHAPTER 8: COST AND FINANCE

The North County Corridors Plan includes $4.8 billion in major highway and transit investment along the I-5, SR-14, and SR-138 corridors — approximately 270 miles of the most significant transportation facilities in northern Los Angeles County. While the three North County Corridors function together to serve the transportation needs in North Los Angeles County, each is unique with respect to function, capacity, operational and safety issues. The I-5 is a *goods movement* corridor linking the Central Valley with the Ports of Los Angeles/Long Beach. The SR-14 is a *commute* corridor with a commuter population anticipated to triple by 2025. The SR-138 is a *bypass* corridor routing traffic around the congested central region and Los Angeles Freeways.

Given the magnitude of the Corridors Plan, the financial strategy focuses on phased improvements, whereby essential short-term transportation improvements are prioritized for expedited implementation, with longer-term improvements implemented over an extended period, based on relative priority and funding. The transportation improvements focus on funding sources that could be pursued for the corridors in common as well as funding approaches reflective by the unique opportunities presented by each corridor.

Cost Estimates

The total cost of the projects in the North County Corridors Plan is approximately $5.4 billion, of which $4.8 billion is for highway-related improvements and $0.6 billion is for transit-related improvements. Of the $4.8 billion in highway improvements, $0.8 billion is for improvements in the I-5 Corridor, $1.0 billion is for improvements in the SR-14 Corridor, and nearly $3.0 billion is for improvements in the SR-138 Corridor. The costs are summarized in Table 8.1 below.

Table 8.1: Summary of Total Capital Costs in Los Angeles County, by Corridor in Millions, 2002 Dollars

Description	Short-Term Program	Long-Term Program	Total
FREEWAY IMPROVEMENTS			
Interstate 5	$218	$597	**$815**
State Route 14	$836	$189	**$1,025**
State Route 138[1]	$631	$1,672	**$2,303**
Total Freeway Capital Costs	**$1,685**	**$2,458**	**$4,143**
TRANSIT IMPROVEMENTS			
Interstate 5	$39	$90	**$129**
State Route 14	$129	$300	**$429**
State Route 138	$24	$48	**$72**
Total Transit Capital Costs	**$192**	**$438**	**$630**
Total Capital Costs	**$1,877**	**$2,896**	**$4,773**
[1]Does not include $681 million in long-term improvements in San Bernardino County			

Funding Opportunities

Over 20 federal, state, regional, and local funding sources were identified and considered to fund specific capital improvements called for in each of the three corridors (See Table 8.2). The analysis included a review of sources available through existing federal, state, regional, and local funding programs; potential new sources such as a new regional sales tax and regional impact fee; as well as user-based/congestion pricing approaches including toll lanes, high occupancy toll lanes, and truck toll lanes.

Table 8.2: Potential Funding Sources for the North County Corridors Plan

Potential Funding Sources	Corridor		
	I-5	SR-14	SR-138
FEDERAL SOURCES			
Federal Highway Administration (FHWA)			
High Priority Project Earmark	✓	✓	✓
Congestion Pricing Demonstration Program		✓	
National Corridor Planning and Development Program / Coordinated Border Infrastructure Program	✓		
Transportation Infrastructure Finance and Innovation Act (TIFIA) (Financing Mechanism)	✓	✓	✓
Federal Transit Administration (FTA)			
Section 5309 Discretionary Capital Funds	✓	✓	✓
STATE SOURCES			
State Highway Operation and Protection Program (SHOPP)			✓
Interregional Transportation Improvement Program (ITIP) – CASH	✓	✓	✓
Interregional Transportation Improvement Program (ITIP) – GARVEE	✓	✓	✓
State Infrastructure Bank			
REGIONAL AND LOCAL SOURCES			
MTA Regional Transportation Improvement Program (RTIP) – CASH	✓	✓	✓
MTA Regional Transportation Improvement Program (TRIP) – GARVEE	✓	✓	✓
MTA Calls for Projects (Various Sources)	✓	✓	✓
Contributions from Corridor Cities	✓		✓
Private Negotiated Contributions			✓
POTENTIAL NEW SOURCES			
New Regional Sales Tax	✓	✓	✓
Regional Transportation Impact Fee (New Development Only): "TUMF"	✓	✓	✓
Regional Transportation Improvement District/Assessment (New & Existing Development)	✓	✓	✓
USER-BASED FUNDING / CONGESTION PRICING			
Toll Lanes (All Traffic)			✓
Toll Lanes (High Occupancy Tolls)		✓	
Toll Lanes (Trucks)	✓		

While many of the funding sources are considered for all three corridors, certain sources are more relevant to particular corridors and/or to particular improvements proposed within each corridor. The I-5 is an internationally significant freight corridor with heavy truck movements, and would be an excellent candidate for receipt of funding through the FHWA National Corridor Planning and Development Program/Coordinated Border Infrastructure Program (Corridors and Borders). SR-14 is a major commuter corridor serving a rapidly growing population and employment base. As such, the reversible HOV/transit lanes proposed on SR-14 could be exemplary for funding through the FHWA Congestion Pricing Demonstration Program and/or for consideration as high occupancy toll lanes, whereby excess HOV capacity could be made available for use by single-occupant vehicles willing to pay a toll. With regard to SR-138, the operational and safety issues on the existing facility addressed in the short-term program are eligible for funding under the State Highway Operation and Protection Program (SHOPP).

Financial Strategy

The goals and objectives of the North County Corridors Plan played a critical role in the development of the short-term and long-term transportation improvements. The financial strategy attempts to balance funding each corridor's need for immediate short-term improvements while still planning for future congestion and related capacity and safety issues required as the North County region grows.

However, given California's continuing budget shortfalls, the magnitude of capital costs, and the complexity of the projects, it will be challenging to secure funding for the prioritized short-term projects ready for construction and for advancing the additional studies still required for the long-term improvements. The ability to secure funding will be dependent on strong local support, effective advocacy at the state and federal levels, and the creative combining of traditional and innovative funding sources and financing approaches.

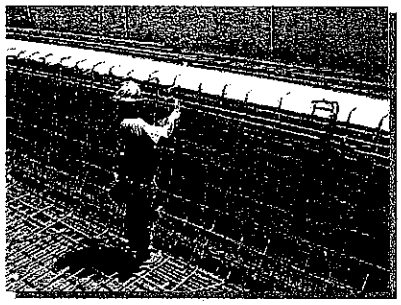
I-5 Corridor

- To finance short-range improvements, North County cities and Caltrans are seeking MTA Call for Projects funding for: (1) Extension of truck lanes north from the I-5/SR-14 Interchange to Calgrove Avenue for increased safety and improved operations; and (2) extension of HOV lanes north from the I-5/SR-14 Interchange to SR-126 West to encourage use of transit and carpools in this increasingly congested area.
- As a contingency for funding short-range improvements, the Gateway Coalition and the City of Santa Clarita have asked the U.S. Congress for specific inclusion of I-5 as a recipient of Corridors and Borders funding under the pending federal reauthorization bill of the Transportation Equity Act for the 21st Century (TEA-21).
- The Cities of Santa Clarita and Los Angeles and the County may obtain interchange impact fee contributions from developers through the subdivision process. Impact fees would be assessed in proportion to the access benefits derived from the I-5 Corridor interchange improvements.

SR-14 Corridor

- To finance short-range improvements, North County cities and Caltrans are seeking MTA Call for Projects funding for: (1) Continuous three mixed flow lanes from Sand Canyon to Avenue P to improve safety and operations (eliminating drop lanes); and (2) conversion of the existing single HOV lane in each direction to two/three reversible HOV/transit lanes in the median.

- Simultaneously, North County cities are asking the U.S. Congress for specific inclusion of SR-14 as a recipient of transportation demonstration funding under the reauthorization of TEA-21. The reversible HOV/transit lane element appears particularly promising for demonstrating methods of increasing corridor transport through a coordinated program of bus rapid transit, managed lanes (tolling of surplus lane capacity), carpooling, and park and ride facilities.



- North County cities and the County may obtain interchange impact fee contributions from developers through the subdivision process. Impact fees would be based in proportion to the access benefits derived from the SR-14 corridor interchange improvements.
- To obtain right-of-way, North County cities and the County are expected to obtain developer right-of-way reservation during approval of planned unit development projects. This reservation would be purchased from the developers by Caltrans.
- Los Angeles County will protect right-of-way through the subdivision process to the extent legally appropriate.

SR-138 Corridor

- To finance short-range improvements, Caltrans in association with the support of North County cities are seeking MTA Call for Projects funding for the widening of SR-138 from 2 to 4 lanes between Pearblossom and the San Bernardino County line.
- As a contingency for funding the widening of SR-138 from Pearblossom to the San Bernardino County line, North County cities are expected to ask the U.S. Congress for inclusion of the SR-138 widening ("blood alley") as a recipient for funding under the reauthorization of TEA-21.
- Current constraints on existing tax revenue sources make conventional financing of a new High Desert Corridor (HDC) highway in Los Angeles County very challenging; existing funding sources are being focused on maintenance/operation of existing highway and transit infrastructure.
- Alternatives to conventional MTA/Caltrans funding are envisioned for the HDC: (1) Local initiative — particularly for right of way protection and acquisition; (2) toll revenue finance through the SB 138 bill; and (3) federal grants — particularly for cross-valley truck access.
- North County cities are expected to seek the California Legislature's approval of SB 138 to authorize designation of the future High Desert Corridor as a possible toll road, to be financed publicly or privately.

Project Coordination and Phasing

Recent progress toward implementation includes:

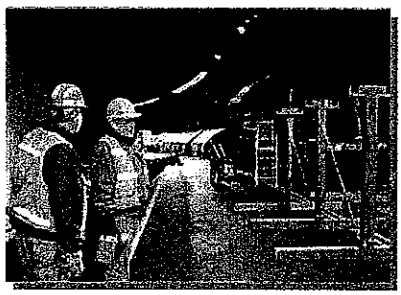
I-5 Corridor

- North County cities have agreed to work together collaboratively through the North County Transportation Coalition (NCTC), Golden Gateway Coalition, or a Joint Powers Agency to pursue funding, project development, design and construction to implement the I-5 Corridor Improvements.
- Working jointly with Caltrans, the County, and North County cities, MTA prepared a Project Study Report/Project Development Support (PSR/PDS) document defining the initial implementation target for the corridor that consists of HOV lanes north to SR-126 West and a truck lane extension north to Calgrove Avenue (March 2003). This document is supporting requests through MTA and Caltrans for funding the next step in project development — Project Approval and Environmental Documentation.
- Local leaders are working with their U.S. congressional representative to include a $200 million demonstration grant under the reauthorization of TEA-21 for short-range HOV and truck lanes.
- The Santa Clarita General Plan is being amended to incorporate corridor

improvements as part of its official map, requiring developers to dedicate right-of-way along the alignment—particularly at interchanges—and limit cross street access to facilitate future freeway widening and separation of truck lanes from the freeway mainline.

SR-14 Corridor

- North County cities have agreed to work together collaboratively through the North County Transportation Coalition (NCTC), Golden Gateway Coalition, or a Joint Powers Agency to pursue funding for project development, design and construction to implement the SR-14 Corridor Improvements.
- Working jointly with Caltrans, the County, and North County cities, MTA prepared a Project Study Report/Project Development Support (PSR/PDS) document defining the initial implementation target for the corridor — elimination of lane drops in the two/three-lanes of mixed flow in each direction from Sand Canyon to Avenue P (March 2003). This document is supporting requests through MTA and Caltrans for funding the next step in project development — Project Approval and Environmental Documentation.



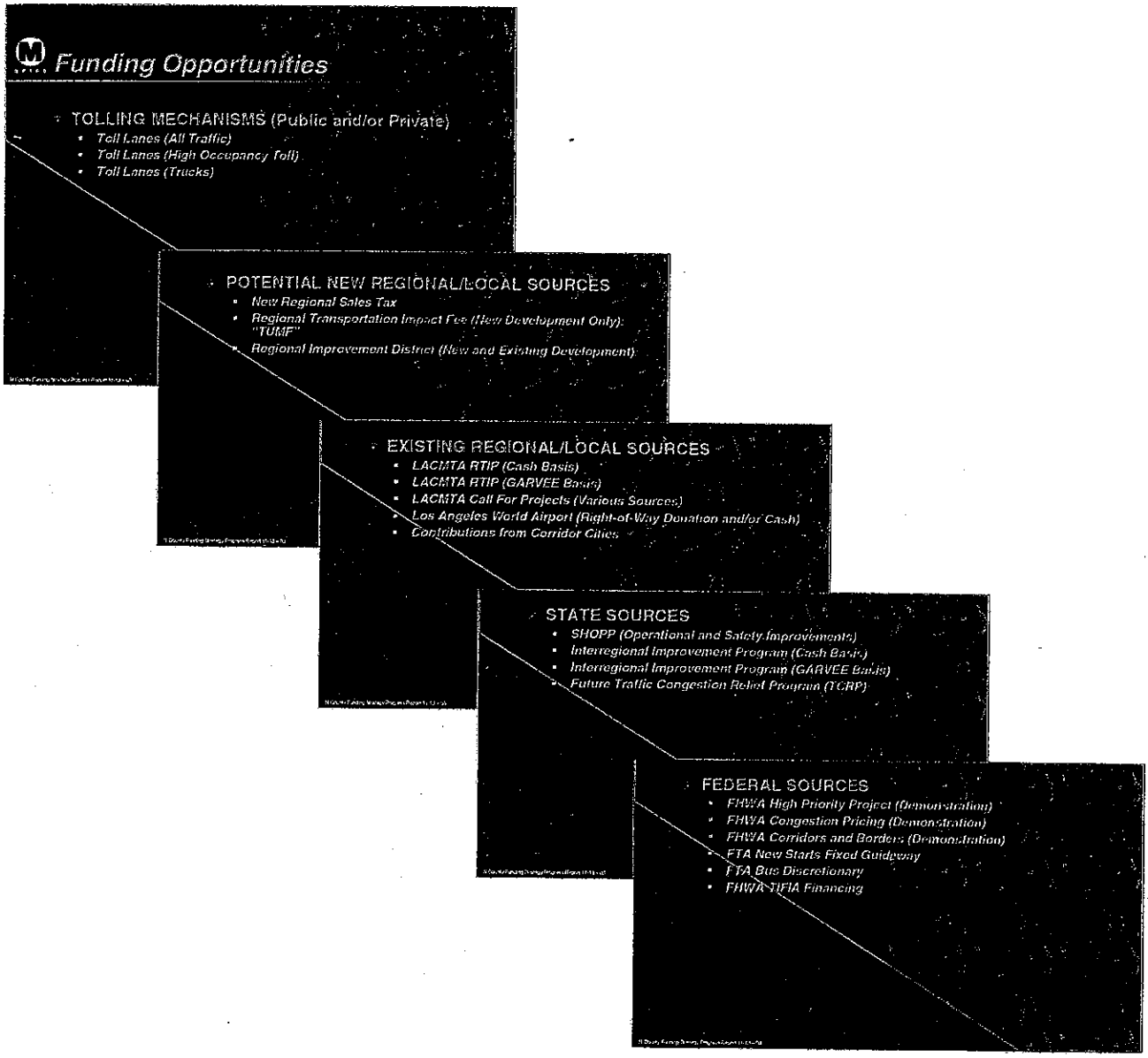
- MTA, in cooperation with Caltrans, North County cities, and the County, is prepared to supplement the corridor lane drop outlined in the PSR/PDS to include two/three reversible HOV/transit lanes from I-5 to Avenue P.
- Local leaders are working with their U.S. congressional representative to include an $800 million demonstration grant under the reauthorization of TEA-21 for the reversible HOV/transitway project.
- North County cities and the County General Plans are being amended to incorporate corridor improvements as part of their official map, requiring developers to dedicate right-of-way along the alignment and limit cross street access to facilitate future freeway widening.

SR-138 Corridor

- Palmdale and Caltrans have been working with the Los Angeles World Airport (LAWA), the owner of the Palmdale Airport, and other property owners in acquiring right-of-way along the HDC alignment between SR-14 and 50th Street East.
- Palmdale and Lancaster General Plans have incorporated the HDC alignment as part of their official map, requiring developers to dedicate roadway right-of-way along the alignment within proposed urban development.
- Los Angeles County will depict the HDC alignment for information purposes on its General Plan.
- Planned unit developments within the North County cities and the County will be required to be compatible with the future HDC alignment and access control.
- State legislation to authorize development of the HDC as a toll road (SB 138) was introduced during last year's legislative session. The legislation is currently being reconsidered. Public or privatized toll revenue financing has proven successful in California and elsewhere to fund, in whole or in part, new roadway construction;
- Local leaders are working with their U.S. congressional representative to include a $1 billion demonstration grant under the reauthorization of TEA-21 for the HDC.

Regional Programming

The North County Combined Highway Corridors Study, although facilitated by MTA, has been driven by local initiative and consensus. SCAG & MTA may not fully concur with all study recommendations. Inclusion of high priority North County projects is envisioned in future SCAG & MTA regional program updates to complement previously adopted regional priorities.


Funding Opportunities
TOLLING MECHANISMS (Public and/or Private)
Toll Lanes (All Traffic)
Toll Lanes (High Occupancy Toll)
Toll Lanes (Trucks)
POTENTIAL NEW REGIONAL/LOCAL SOURCES
New Regional Sales Tax
Regional Transportation Impact Fee (New Development Only): "TUMF"
Regional Improvement District (New and Existing Development)
EXISTING REGIONAL/LOCAL SOURCES
LACMTA RTIP (Cash Basis)
LACMTA RTIP (GARVEE Basis)
LACMTA Call For Projects (Various Sources)
Los Angeles World Airport (Right-of-Way Donation and/or Cash)
Contributions from Corridor Cities
STATE SOURCES
SHOPP (Operational and Safety Improvements)
Interregional Improvement Program (Cash Basis)
Interregional Improvement Program (GARVEE Basis)
Future Traffic Congestion Relief Program (TCRP)
FEDERAL SOURCES
FHWA High Priority Project (Demonstration)
FHWA Congestion Pricing (Demonstration)
FHWA Corridors and Borders (Demonstration)
FTA New Starts Fixed Guideway
FTA Bus Discretionary
FHWA TIFIA Financing